

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #18-2**

**APPROVAL OF THE CONFORMITY DETERMINATION FOR THE  
FY 2018-2021 BALTIMORE REGION TRANSPORTATION IMPROVEMENT PROGRAM  
AND THE AMENDED PLAN: *MAXIMIZE2040***

**WHEREAS**, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Harford Transit; and

**WHEREAS**, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, is required under the Clean Air Act Amendments of 1990 and the U.S. Environmental Protection Agency's Transportation Conformity Rule to conduct analyses to ensure that the region's transportation plans and programs conform with state implementation plans (SIPs); and

**WHEREAS**, the FY 2018-2021 Baltimore Region Transportation Improvement Program is a prioritized program of transportation projects which are financially constrained by year and includes a financial plan that demonstrates that projects can be implemented using current revenue sources. The FY 2018-2021 Baltimore Region Transportation Improvement Program was prepared in accordance with 23 CFR Part 450 Subpart C Metropolitan Transportation Planning and Programming Requirements, and all projects and activities funded in this document have been developed in relationship to the regionally adopted *Maximize2040*, as amended; and

**WHEREAS**, the Interagency Consultation Group (ICG), which includes the Maryland Department of the Environment, the Maryland Department of Transportation and a local jurisdiction representative of the Baltimore Regional Transportation Board, reviewed and approved the air quality conformity methodology used as well as the results of the technical analysis; and

**WHEREAS**, The ICG has approved the conformity analysis as reported in the "Conformity Determination of FY 2018-2021 Baltimore Region Transportation Improvement Program and Amended *Maximize2040*," dated July 2017, which provides the basis for a finding of conformity (Attachment 1: Tables 1 and 2) to the latest EPA-deemed adequate/approved SIP motor vehicle emissions budgets for 8-hour ozone; and

**WHEREAS**, the results of the conformity analysis for the Baltimore nonattainment area indicate that the projected mobile source emissions are below the applicable motor vehicle emission budgets for the established analysis years of 2020, 2030 and 2040 (as attached); and

**WHEREAS**, a 30-day public comment period was provided, including a public meeting on project elements of the FY 2018-2021 Baltimore Region Transportation Improvement Program, the Amended Plan, and the results of the conformity analysis. No public comments were submitted on the Conformity Determination.

**NOW, THEREFORE, BE IT RESOLVED** that it is the conclusion of the Baltimore Regional Transportation Board, in its capacity as the Metropolitan Planning Organization for the Baltimore region, that the FY 2018-2021 Baltimore Region Transportation Improvement Program and the amended *Maximize2040* are found to be in conformity with the requirements of the Clean Air Act Amendments of 1990 and the relevant sections of the Final Transportation Conformity Regulations 40 CFR part 93.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned resolution at its July 25, 2017 meeting.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Frank Murphy, Chairman  
Baltimore Regional Transportation Board

**Table 1. VOC Emissions Test Results** (average summer weekday, tons/day)

	2020	2030	2040
<b>Total Emissions Modeled</b>	21.9	12.9	10.2
<b>Conformity Budget<sup>1</sup></b>	40.2	40.2	40.2
<b>Conformity Result</b>	<b>Pass</b>	<b>Pass</b>	<b>Pass</b>

<sup>1</sup> 2012, 8-hour ozone Reasonable Further Progress (RFP) SIP budget for the Baltimore region (motor vehicle emission budgets determined adequate by EPA on February 22, 2016)

**Table 2. Weekday NOx Emissions Test Results** (average summer weekday, tons/day)

	2020	2030	2040
<b>Total Emissions Modeled</b>	49.4	23.1	18.9
<b>Conformity Budget<sup>1</sup></b>	93.5	93.5	93.5
<b>Conformity Result</b>	<b>Pass</b>	<b>Pass</b>	<b>Pass</b>

<sup>1</sup> 2012, 8-hour ozone Reasonable Further Progress (RFP) SIP budget for the Baltimore region (motor vehicle emission budgets determined adequate by EPA on February 22, 2016)